

## **AMENDMENTS TO THE SPECIFICATION**

**Page 1, after the title, please insert the following headings and paragraph:**

### **PRIORITY CLAIM**

This is a U.S. national stage of International Application No. PCT/EP2003/007953, filed on July 22, 2003. Priority is claimed on that application and on the following application:

Country: Germany, Application No. 102 34 040.4, Filed: July 26, 2002.

### **BACKGROUND OF THE INVENTION**

**Please replace the paragraph beginning at page 1, line 2 to page 1, line 3, with the following rewritten paragraph:**

The invention pertains to an internal combustion engine with exhaust gas turbochargers according to the introductory clause of Claim 1.

**Please replace the paragraph beginning at page 1, line 4 to page 1, line 13, with the following rewritten paragraph:**

It is known that exhaust gas turbochargers can be used in internal combustion engines to boost power. DE 195 24 566 C1 describes an internal combustion engine with exhaust gas turbochargers, which are installed in a carrier housing. The turbines are located inside the carrier housing, and the compressors are located outside the carrier housing. The turbines are supplied in parallel with the exhaust gas through a common exhaust gas feed line. After the exhaust gas has flowed through the turbines, it is collected in a manifold; a Y-pipe is shown in the reference. The arrangement is selected so that the exhaust gas is collected from turbines which are opposite each other. As a result, the manifold must be quite long. The outside dimensions of the carrier housing are based on the number of exhaust gas turbochargers, on their size, and on the exhaust gas feed line or manifold.

**Please insert the following heading at page 1, between lines 17 and 18:**

**SUMMARY OF THE INVENTION**

**Please delete the paragraph beginning at page 2, line 2 to page 2, line 3.**

**Please insert the following heading at page 3, between lines 3 and 4:**

**BRIEF DESCRIPTION OF THE DRAWINGS**

**Please insert the following heading at page 3, between lines 8 and 9:**

**DETAILED DESCRIPTION OF THE INVENTION**

**Please replace the paragraph beginning at page 4, line 7 to page 4, line 16, with the following rewritten paragraph:**

The two exhaust gas turbochargers 2 and 8 are mounted in a carrier housing 12. Their turbines 4 and 10 are inside the carrier housing 12, whereas the compressor wheels 3 and 9 are outside the carrier housing 12. The manifold 13 is also installed inside the carrier housing 12. One of the two exhaust gas turbochargers can be provided with a wastegate for register charging. On the left in the plane of the drawing, a central exhaust gas discharge line 22 is connected to the manifold 13. The first and second exhaust gas turbochargers 2, ~~[[10]]~~8 are mounted in the carrier housing 12 in such a way that the two charger axes A1 and A2 are at an angle to each other of 55-100° and lie in the same plane E. The angle is designated "Phi" in Figure 1. With this arrangement, the two exhaust gas streams are brought together with low turbulence even though the manifold 13 is short.

**Please replace the paragraph beginning at page 5, line 9 to page 5, line 19, with the following rewritten paragraph:**

The invention offers the following advantages:

-- because of the way in which the exhaust gas turbochargers are arranged within the specified angular range and in the same plane, the exhaust gas volumes downstream from the two exhaust gas turbochargers are combined with low turbulence even though the manifold is short;

-- because of the way in which the exhaust gas turbochargers are arranged, the carrier housing can be made smaller than that according to the state of the art;

-- because of the way in which the air feed lines for uncompressed air are arranged above the cylinder heads, a greater packing density and a smaller set of outside dimensions for the internal combustion engine are obtained; and

-- internal combustion engines within the same model series can have either a 2-charger or a 3-charger arrangement with little difference with respect to the number of parts.

**Please delete entire page 6.**